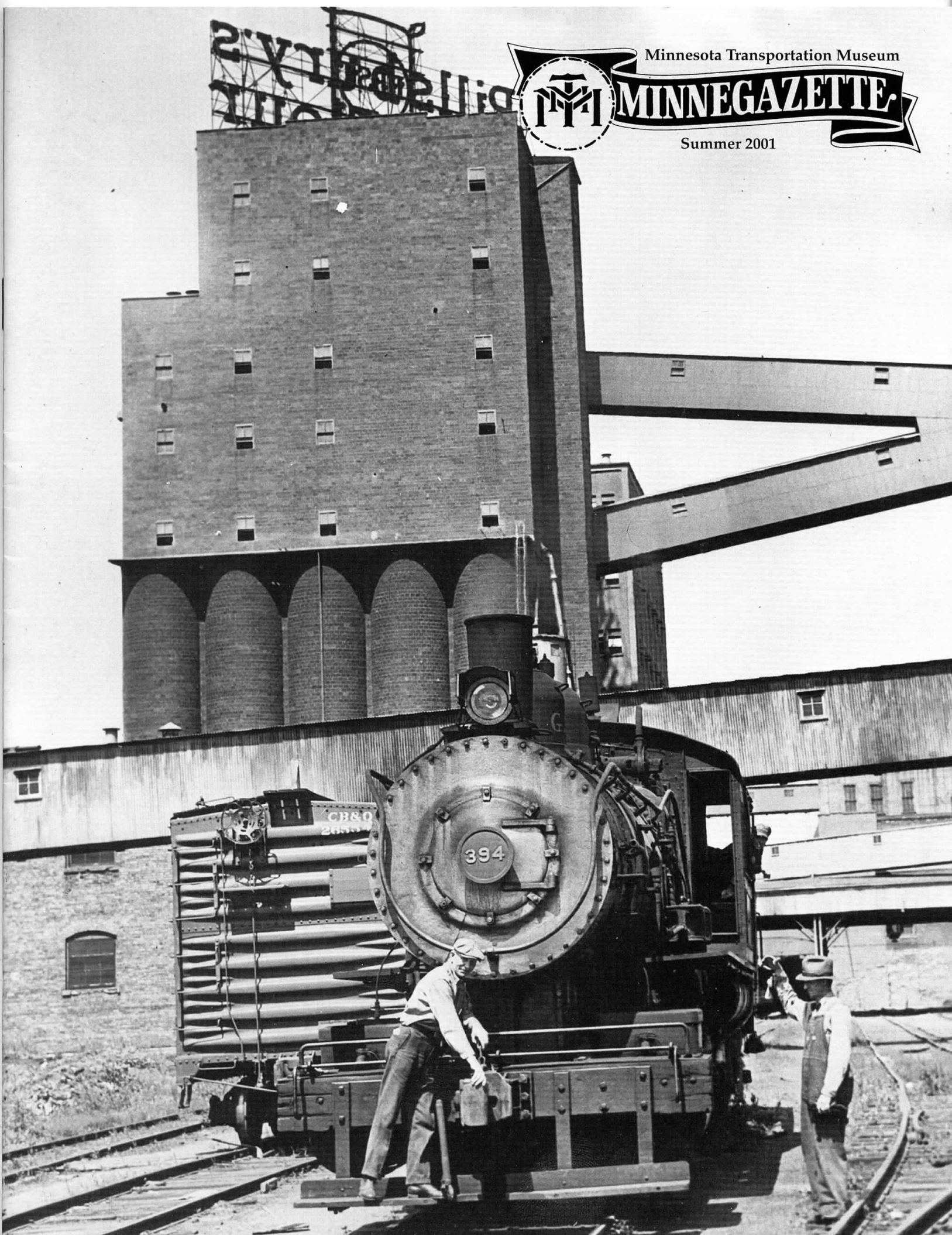
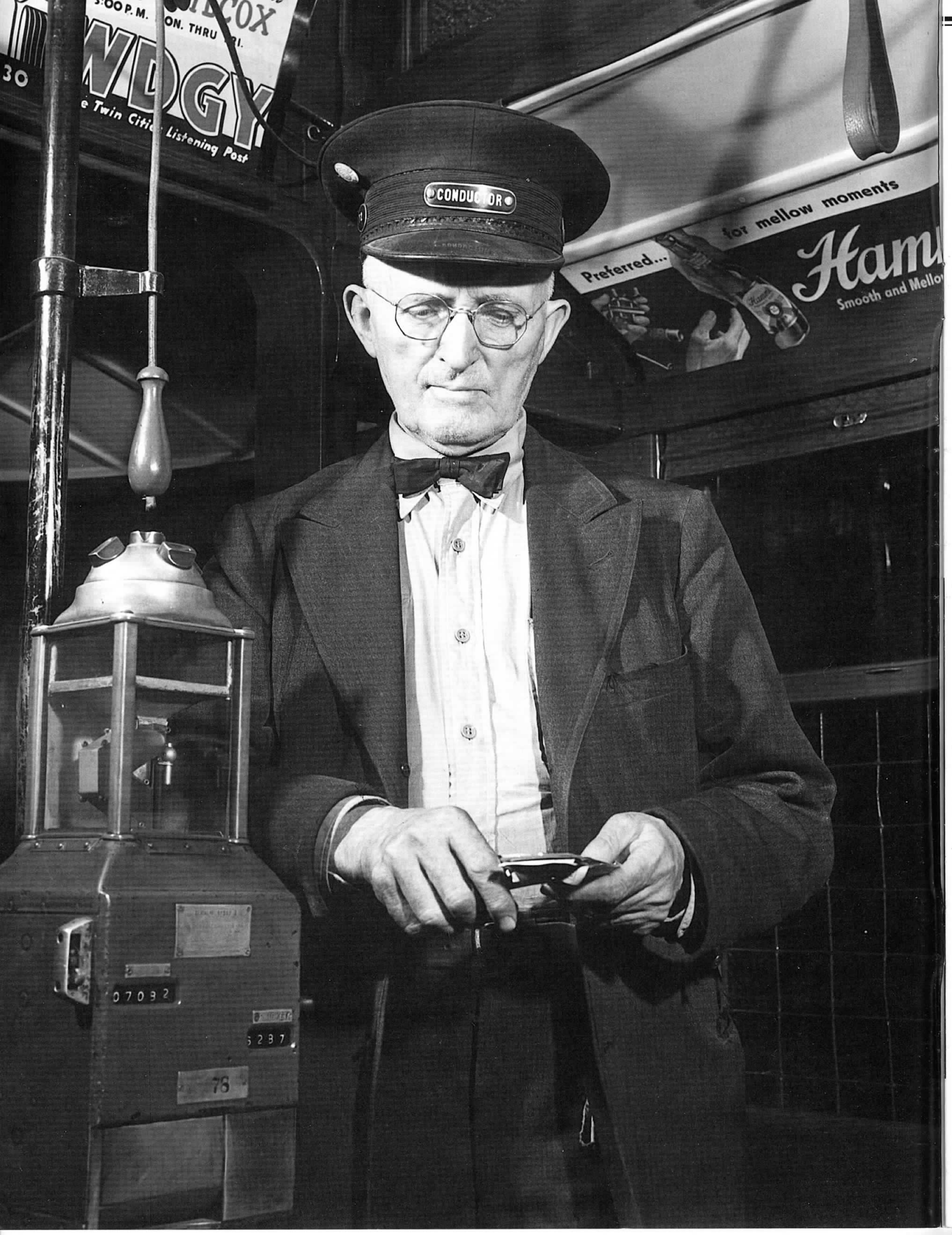


Minnesota Transportation Museum

MINNEGAZETTE

Summer 2001





3:00 P.M. ON. THRU 11.
WDGY
The Twin Cities Listening Post

Preferred... for mellow moments
Ham's
Smooth and Mellow

07092

5287

78



Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 32, No. 3

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So. Minneapolis, MN 55410
email: AaronMona@aol.com

Sandra Kay Bergman.....Production Editor
Charles Barthold.....Mailing

CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual \$30 Household \$50

**SEND DUES, ADDRESS CHANGES
AND MEMBERSHIP CONCERNS TO**

193 Pennsylvania Avenue East
St. Paul, MN 55101

Public Information
(651) 228-0263 or (800) 711-2591

Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2002: Dave Kettering, Treasurer;
Gerald Leimer,
Michael E. Miller, Chair,
Byron Olsen,
Jim Vaitkunus, Vice-Chair

Terms expire 2003: Charles Barthold, Art Pew,
John Robinson, John Senior

Terms expire 2004: David Gepner, Bob Hawkins,
Peter Johnson, Ross McGlasson,
John Walker, Secretary

Class 4 appointed: Eric Hopp, Corbin Kidder,
Noel Petit

Executive Director Donald Meyer

MINNEGAZETTE

**CORRECTIONS
AND NEW INFO**

Dutton Foster writes: I enjoyed the article on the Minnetonka steamboat City of St. Louis. I can fill in a few proper steamboat terms, some of which I learned from Alan L. Bates' excellent book "The Western Rivers Steamboat Cyclopedium". The decks of a steamboat, from the waterline up, are the main deck, the boiler deck, the hurricane deck, and the Texas deck. The boiler deck, paradoxically, is above the boilers, which sit on or in a well in the main deck. The boiler deck is usually completely roofed, whereas the hurricane deck (formed by the boiler deck roof) is open. In a river packet, the "Texas" is the shorter cabin sitting on the hurricane deck, and its roof forms the Texas deck. The staterooms in the Texas house the officers' quarters. The wheelhouse sits on the Texas deck if there is one, or on the hurricane deck otherwise. On the "City of St. Louis," the Texas was another roofed open area, rather than a cabin.

In river parlance, the "dock bumpers" are called fenders; they are substantial timbers hanging from the edge of the boiler deck and swinging free at the bottom end. Thus in the photo on p. 22,

we see not diagonal bracing, as suggested, but fenders which have been swung diagonally and resting on the main deck instead of hanging free. Again, on freight-carrying river packets, the rails on the main deck were called "bull rails" and were removable to facilitate loading freight or livestock. The "City of St. Louis" appears to include them for passenger safety, although since they were incomplete, they are mostly a gesture or an attempt at decor perhaps.

BOARD OF DIRECTORS

June 2001

- Approved a publishing agreement with the Donning Company of Virginia Beach, Virginia to produce revised and expanded version of The Como-Harriet Story.

- Approved, in concept, a Memorandum of Understanding outlining the creation and operation for the MTM GNRHS & NPRHA Jackson Street Archives.

- Approved the annual operating agreement between the Osceola Historical Society and the Museum for use of the depot in Osceola.

- Adopted a Track lease policy for non-museum owned equipment.



Above: Despite the increasing vigilance of management cost cutters, railroads continue to harbor anachronisms. One such is LST&T Junction in Superior, WI. It is named, of course, for the Lake Superior Terminal & Transfer switching road, long disappeared into the Burlington Northern. Since MTM owns 5/6 of the road's diesel switcher fleet, it's nice to see the name survive. Aaron Isaacs photo.

Front cover: The Pillsbury A Mill across the river from downtown Minneapolis is certainly a candidate for the title of oldest shipper in Minnesota (we welcome other nominations for this award). In this 1940s view, Great Northern 0-6-0 #394 and crew pose below the big Pillsbury's Best Flour sign. Today the Minnesota Commercial switches the mill. Minnesota Historical Society collection.

Inside front cover: A TCRT conductor in 1947. By this time, most conductors were high seniority, their ranks dwindling through attrition. Minneapolis Star-Journal photo, Minnesota Historical Society collection.

EXECUTIVE DIRECTOR'S REPORT

-Don Meyer

Note: This is an edited version of Don Meyer's report to the June and July Board of Directors meetings.

Marketing

- 1) We have two contracts to distribute our brochures. One is with a local firm to distribute throughout the Twin Cities and along I-94 and I-35. The other is with a Wisconsin company to distribute in three counties surrounding Osceola, which are part of the Indianhead vacation area. Between them, they should account for about 75,000 brochures being distributed.
- 2) Both the Railroad and Jackson Street Divisions have placed newspaper ads in local papers.
- 3) To supplement our joint efforts, my intent is to do a direct mail campaign, using the brochure to target specific metro area communities. To do this means paying for the labels and to have the mailing done. If there is still room in the budget, I would like to try some radio spots.
- 4) I have written to the International Arts Institutes of Minnesota to see if they will do pro bono work in designing next year's brochure and advertising materials with a 40th anniversary theme and am still waiting for a response.

Membership

No new changes here. **Deb Hanschien's** focus has been trying to maintain a good turnaround time in sending out member cards and keeping the database current. Our membership roster is up slightly (912 as of May 31).

Development

- 1) We continue to make contacts with numerous Foundations, but it's too soon to report any results.
- 2) I attended a seminar on planned giving, hosted by the Leave a Legacy organization. They provided very good materials with permission to make use of them to establish our own planned giving program. They will also provide a guest speaker if the Board would like to have a presentation made on the value of establishing such a program and how to get started. **Aaron Isaacs** has agreed to devote a certain amount of space in each issue of the Minnegazette to

consistently promote this campaign to our members.

- 3) I have a meeting set up with a representative of the St. Paul Riverfront Corporation to discuss our participation in the Grand Excursion 2004 celebration. The purpose is two-fold. First to develop closer ties with the community by participating in a major program. And second, to use it as an impetus for a fundraising campaign to repair one of our locomotives.

Accounting

I've been working on the daily cash reporting on a division-by-division basis in order to help the accounting process be more efficient. The only one I have not worked with yet is Osceola.

Other

We completed the auction of the Burroughs/BXB equipment located at the Arsenal. Net proceeds were about \$8000 and we acquired the ore jennies and the coaches at a combined value of about \$6000. We have been working with both the Army and the Minnesota Commercial to make sure the other equipment purchasers can have access to the equipment to make the necessary repairs to prepare their movement from the Arsenal. In a related effort, the folks at Gopher State have been sent a letter informing them of the deadline to move the two Soo Line coaches MTM gave them.

At the May meeting, the Board was given a draft copy of the Memorandum of Understanding between the Great Northern Railway Historical Society, Northern Pacific Railway Historical Association and MTM for the establishment of a common archives. We continue to work on the preparation of two small rooms under Bay D as temporary storage for archival materials. The hold up is the issue of lead paint abatement. The architects have reviewed the proposals submitted by two contractors and have stated their concerns, which we will have to take back to the contractors to see if they need to revise their bids. Also, the BNSF donated three more boxes of builder's photos to MTM for the archives.

Since MTM has withdrawn its interest in acquiring the GN #A-22 from the Mid-Continent Railway Museum, I have been a mediator between Mid-Continent and the National Railroad Museum to complete the deal originally negotiated with MTM. NRM has the financial backing of another Hill family member, who would like to see the car restored.

Previously I had reported about an advisory committee established to create an exhibit around the **Ted Rose** paintings for the book "John Blair and the Great Hinckley Fire." The committee includes **David Taylor**, Dean at the UM Twin Cities Campus; **Jeanne Coffee**, Executive Director of the Hinckley Fire Museum; and **Larry Schrenk**, historian and archivist for the NPRHA. To this group we have now added **Gretchen Anderson**, Objects Conservator at the Science Museum, and **Dan Spock**, head of the Exhibits Department for the Minnesota Historical Society.

Lastly, there are three projects affecting our physical plant on which I have made some tentative exploratory efforts. One involves forming a coalition with the Minnesota Historical Society and the Canadian Pacific Railway to keep the tracks in place at the Minnehaha Depot. Second is the recreation of the chalet style depot at Linden Hills Station. And third is to revive the plans to build a replica dock station in Excelsior. The main purpose of these last two items would be to give us space for exhibits and archives like we have at the Jackson Street Roundhouse.

Gifts of art

Recently **Ted Rose** donated the artwork he created to illustrate a book about railroad porter John Blair and the Hinckley fire. Building on his interest in the welfare of MTM, I have asked Ted if he would endorse a program with his patrons that would encourage them to donate pieces they have purchased of his work. This would be done through a mailing to the client list he maintains with a letter explaining the benefits of donating appreciated artwork to a non-profit organization like ours.

The tax benefit to the donor is that they can claim the current fair market value of the art if we retain the piece for two or more years for use in our interpretive programs. But they also get the benefit of keeping their collection intact, identified by the donor's name ("from the collection of"). And they have the knowledge that they have helped a museum that shares their interest in rail history and art.

There are a couple of altruistic benefits to Ted as well. This is something he can do for his patrons, who may need a significant tax write-off. His status as a railroad artist is further enhanced by virtue of the fact that MTM desires to expand its collection with his work and has initiated this program with him as the featured artist.



'The newly invigorated and renamed Classic Bus Division held an open house at Lake Harriet on May 1st. Despite various infirmities, MTM's Mack #630 and GMC New Look #198 made appearances. Leading the parade is Richfield Bus Company #151. Richfield, which is a bus museum in its own right, has offered considerable assistance to MTM. Attending the open house were (L to R) Jared Johnson, Joshua Daniels, Lael Beamish, Fred Beamish, Dick Loeffler, Joel Gensler and Superintendent Ken Luebeck. Eric Hopp photos.



Then there are benefits to MTM: Each gift can be turned into a PR opportunity. The paintings are portable, interpretive pieces that can be used at Jackson Street, Osceola, or non-MTM locations such as the Hill House gallery, local banks, or other high traffic areas where the works can be displayed in a secure manner. But having the artwork also holds the potential of opening doors to donors who would give cash gifts to support arts and culture, but not necessarily the restoration or our rolling stock. So there is an incentive to us to view this program as having two distinct phases; first to acquire the artwork, then to leverage it in generating cash gifts that can enhance both our facilities for displaying/ archiving the work and for

developing educational materials and interpretive displays about the work.

Since Ted's work transcends the scope of MTM's mission, I have also suggested to him that the National Railroad Museum in Green Bay be included in the program. Their mission statement takes in all railroad history in every region. They are also completing the construction of new exhibit and archival space. A potential donor, then, would know that his or her collection could go to the rail museum of their choice that would keep it intact, in a secure facility for use in their educational programs.

It is also my intent to expand this request to include artists **Gil Reid** and **Russ Porter**. Both are natives of the region, are well respected for their

artistry, have developed avid patrons over the years who may need to take advantage of the benefits mentioned above. With Gil and Russ, one other prospect is that, at their respective ages, they may be interested in donating personal items to a museum that would perpetuate their legacy as railroad artists.

TRACTION REPORT

-Louis Hoffman

PCC restoration wins city Historic Preservation Award

The Museum's eight-year long restoration of Twin City Lines PCC #322 received one of eleven historic preservation awards given by the Minneapolis Historic Preservation Commission and the Minneapolis Chapter of the American Institute of Architects on May 24, 2001. The Museum was previously given a preservation award by the HPC and AIA and also by the Preservation Alliance of Minnesota for its overall effort in preserving the Como-Harriet Streetcar Line. PCC Project Manager **George Isaacs**, Executive Director **Don Meyer**, **John DeWitt** and **Aaron Isaacs** represented the Museum.

Architectural critic **Linda Mack** featured the award, along with ten others, in the Star Tribune on May 24. The article, headlined "A streetcar named desirable," featured a photo of #322 at the Linden Hills Station, a history of the PCC, a synopsis of our restoration, and interview with **George**

Isaacs. Perhaps most importantly, it included our schedule and telephone number (a boost for the whole Museum). Once again, hearty thanks and well done to George and company - and to the HPC, AIA, and Star Tribune for recognizing our efforts and our contribution to the history and life of our City of Lakes.

30th Anniversary Bash

The Como-Harriet Streetcar Line will celebrate its thirtieth anniversary with carbarn tours, festivities at the Linden Hills Carbarn and Shops, multiple car operations, bus rides, and refreshments on Sunday, August 26 (the actual first date of service was August 28, 1971 for you history buffs) from 12:30 to 4:30 p.m. featuring free rides for all members. Brief ceremonies honoring long-time volunteers and celebrating thirty years of service, as well as refreshment service, will start at 1:30 p.m. Look for the flyer with this Minnegasette for details - and please help us celebrate the anniversary of the day when #1300 returned to service after seventeen years in storage, powered by the "goat" on a short section of track connecting the original carbarn with a gravel platform at West 42nd Street. Times have certainly changed.

2000-2001 Annual Appeal wrap-up

Total revenue from the 2000-2001 Annual Appeal, including TEA-21 matching fund and Winona #10 donations, is \$20,525 from 88 members, 79 memberships, and other generous friends. The total amount is a record, although nearly half is from one member and one foundation and some was donated for special funds. The number of contributors is about ten percent of the total membership. Since the last Minnegasette, additional donations have been received from: **Terri Foley, Scott Heiderich, David Jasper and Deborah Sullivan** in addition to another generous grant from the Onan Family Foundation. A big thanks to all who have contributed so generously to the 2000-2001 CHSL Annual Appeal and to the Traction Fund.

General Services Department report

Our 30th operating season began earlier than usual - on Easter Monday, April 16 - with a charter for Cub Scout Troop 541 of Albertville. After a period of relatively warm weather, the 16th dawned cold, snowy, and windy. As #265 pulled out of the carbarn, it was 25 degrees. At Lake Calhoun, we were greeted by whitecaps and the west shore of the lake was shrouded in fog.

All in all, crew and passengers were grateful for #265's electric heat, installed for Halloween Ghost Trolley service - but equally useful for early season charters.

Regular service began on Saturday, May 5 under cloudy skies that soon turned to rain. Sunday started out nicely but by dinnertime, the rains came. The following weekend, however, was a perfect Mother's Day weekend, the kind of weather that heralds the beginning of summer. But then the rains of May came - and stayed. For this reason, ridership was lower than last year - cool, gray, and wet weather and streetcar ridership is primarily walk-up ridership by people visiting the lake. Fortunately, the weather improved and Memorial Day was glorious. Traditionally our heaviest day because of Lakewood Cemetery traffic, 1,230 passengers rode between 9:00 a.m. and dusk. Next year, plans are under consideration for a second car for the afternoon and possibly part of the evening shift and a ticket agent at Lake Calhoun to handle the crowds.

Total ridership for May was 5,207, 4,345 aboard #265 and 862 aboard #322. Of the total, 5,024 were carried in scheduled service (3,623 tokens) and 183 aboard six charters. A total of 315 non-charter trips were made with 15.95 passengers and 11.5 tokens per trip. An example of the poor weather is exemplified by the first full week of daily operations (you remember, the week it never stopped raining!) - which may set the record for the worst week of ridership in CHSL history. Operations were cancelled on May 22, the only actual cancellation of the month, and on the other four nights, we carried a total of 33 passengers (13 tokens)! On May 24, one rider showed up for the sole trip. Thanks to **John and Kathy Prestholdt** for the statistics.

We hope that ridership was - or will be - buoyed by our bi-weekly ads in the Southwest Journal, appearing in the two southern zones, basically all of Minneapolis south of Lake Street and west of 35W. Only better weather will tell us that. We've purchased twelve 1/9 page ads that will appear in every issue from May through October. Designed by volunteer **Mary Groe**, they feature a different Como-Harriet scene each time along with the basics - when, how much, where, and how to contact the Museum. There's also information about special events as they occur. All the ads have to do to cover their cost is attract 1,800 fare-paying passengers. Let's hope they do more than that.

July 17 was a busy day at Lake Harriet - the Great Northern Railway Historical Society, as part of its annual convention in the Twin Cities - visited Lake Harriet and all three streetcars were out. In addition, two other charters were scheduled. Recognizing that the cars would be out for most of the day anyway, revenue service was operated in between the charters and up through the regular 6:30 p.m. start time of weeknight service. As of early June, 35 charters were booked and one is tentatively set for spring 2002.

Charter business is good. To date, there are 35 charters, nine for members, on 30 dates for a total of 23.5 hours. In addition, there are several charters pending, one in 2002, for an additional hour. Total charter revenue for the season is approaching \$2,500 and at the current pace, it appears we'll exceed our numbers for 2000. Remember, all members get a discounted rate of \$50.00 per one-half hour on streetcar charters. How about a chartered streetcar for that special event? Our cars are heated, so you can also enjoy a fall color trip - albeit a short one - on the cars.

The sale of the new CHSL Season Passes has been brisk. With the overhaul of the Museum's membership dues and benefits and the demise of unlimited free rides, the Traction Committee decided to market an unlimited ride season pass to members and friends in south and southwest Minneapolis and to walk-up customers at the Linden Hills Station. After the first weekend of service, twenty passes have been sold to members (at half-price) and eight to non-members, most by mail before the season opened. Total revenue is \$700. Any member wanting a Season Pass for the remainder of the season can get one at the reduced rate of \$12.50 (\$25.00 for non-members). Please remember that the Season Pass is not valid on the Halloween Ghost Trolley. Send your check, payable to MTM, to CHSL Season Pass, 4816 Nokomis Avenue, Minneapolis, Minnesota 55417-1434.

Physical Plant Department

Although major reconstruction of our track is coming soon, thanks to TEA-21 funding, Physical Plant Department crews under the leadership of Superintendent **Scott Heiderich** have been working on the track on a regular basis over the summer to shore up trouble spots and eliminate slow orders as well as the usual brush cutting, buildings and grounds maintenance, overhead work, and weed control.

Thanks to Scott and his crews for their hard work, including **Ben Exley, Roy Harvey, Clyde Hawkins, Ned Harris, Karl Jones, Mike ("Electric") Miller** and **Carl Wessel**.

Training Department

The Transportation, Safety, and Training Department has been split into two departments, undoing the merger that took place several years ago. The Transportation Department is under the supervision of **John Kennedy** and the Training Department under the supervision of **Dave Culver**. **Dave French**, Assistant Superintendent for Standard Car Training, **John DeWitt**, Assistant Superintendent for PCC Car Training, and **Maryellen Digre Mueller**, Assistant Superintendent for Station Agent Training, ably assist Dave. The Transportation Department oversees crew calling and other aspects of day-to-day operations, including planning for special operations, while the Training Department focuses on the annual job of training and recertifying foremen and operators as well as ongoing supervision of operating methods. A Safety Officer, reporting directly to the General Superintendent, is yet to be named.

Please extend a big welcome to the ten new operator trainees that graduated from the CHSL Training Academy in May. They are **Kirk Brust, David Cochran** (son of operator **John Cochran**), **Clark Hoffman, Michael Ibach, Ken Jacobsen, George Martin, Noel Petit**, a former CHSL operator, **Terry Wagoner**, another former CHSL operator, **Bob Webster**, and **Carl Wessel** (Manager of Overhead for the Hiawatha LRT Line). They are now undergoing twelve hours of on-the-job training. Welcome - welcome back in the case of Noel and Terry - and thank you! Special thanks to the following volunteers who did a superb job of training these new operators: **Keith Anderson, Carl Barthelemy, Dave Culver, Harold Dalland, Dave French, Jerry Olsen, John Prestholdt** and **Greg Taylor**.

These trainees are the first graduates of a significantly revised new operator training program. In addition to training on the rulebook and sequence of operations, there are now classroom sessions on customer service and the education aspects of our operation. Also, each trainee must complete twelve hours of revenue service under the supervision of a foreman before he or she is qualified to operate on a crew on his or her own.

Thanks to Superintendent **Dave Culver** and Assistant Superintendent

Dave French for instituting these changes and for the ongoing overhaul of our safety and training system. It's a tribute to previous Superintendents, primarily **Frank Sandberg, Scott Heiderich, Mike Buck, Karl Jones** and **John Kennedy**, for developing and refining a system that served so well and for so long. The changes made and under consideration reflect the Museum's growing emphasis on customer service and education and on the history of the Museum and the collection it preserves at Lake Harriet.

Training on PCC #322 has resumed under the supervision of Assistant Superintendent **John DeWitt**. The season began with #322 in service on the first shift, 12:30 to 4:30 p.m., on Sundays and holidays only because of the limited number of volunteers we were able to train last year. The plan this year is to train about 25 people and, by mid-summer, expand PCC service to the first shift on Saturdays and one or two evenings per week.

Assistant Superintendent **Maryellen Digre-Mueller** is developing training programs for station agents and operators who rotate into that position on their shift. The emphasis this year is on use of the cash register and explaining the new membership and pass policy to passengers.

Finally, the following operators were promoted to foreman: **Carl Barthelemy, Tom Beaumont, Dave French** and **Jim Willmore**. Congratulations to all!

Transportation Department

Joining the crew calling team is **Mark Digre**, who will oversee foreman scheduling. Mark replaces long-time foreman crew caller **Larry Ludford**, who is retiring because of illness. Thanks, Larry, for many years of a job well done. **Jim Otto**, who has performed yeoman service for many years in many areas, will return to schedule operators and station agents. **Louis Hoffman** is serving as charter agent, replacing **Russ Olson**, who has served the Como-Harriet Streetcar Line and the Museum in so many capacities for so many years. **Jerry Olsen** continues as charter crew caller and **Jim Vaitkunas** as back-up crew caller.

Minnehaha Depot

The Princess had its annual open house on a cool and drizzly Monday, May 21. In addition to the many improvements to the depot itself made by owner Minnesota Historical Society, including new exterior paint and re-laid bricks, visitors were actually able to get

there easily on the newly paved Minnehaha Avenue and learned about progress on the Hiawatha LRT Line from project representatives on hand. And the opening of Minnehaha Avenue made possible the return of historic bus service on a new route. The new route was Minnehaha Avenue south to East 54th Street, then Hiawatha Avenue north via the tunnel to East 46th Street, East 46th Street to Minnehaha Avenue, and Minnehaha Avenue south to the Princess.

Thanks to Stationmaster **Corbin Kidder** and **Maryellen Digre-Mueller** for hosting a fine party and providing a tantalizing array of refreshments, to Motor Bus Department crew caller **Dick Loeffler** for arrangements and to the Motor Bus Department for providing our pinch-hitter, Richfield GMC 5303 #132 in its Minnehaha Depot debut and driver **Fred Beamish**.

The intrepid **Maryellen Digre-Mueller** has resigned as Assistant Stationmaster but will remain on as the Princess's historian. Although the Princess is ready for the season and scheduling is well underway, is there anyone interested in assisting Stationmaster Corbin Kidder in the ongoing maintenance and management of the Princess? If so, please call Corbin at (651) 227-5171.

How else can you help? One of Maryellen's goals as historian is to have the Princess be the "railroader's front porch," the place where active and retired railroaders and railfans can come and talk trains. Our visitors love to hear and swap stories. Even if you can't staff the Princess, come by and visit for as long as you like or are able - share your experiences with generations for whom trains aren't an everyday part of life. Many people think that all restored railroad stations are alike. Having real railroaders as part of the exhibit will make it truly a unique experience.

Maryellen has also started work on a history of the Princess. **Scott Heiderich, Bill Olsen** and **Herb Pinske** have made their collections and memories available. Are there any others who have materials or recollections about the Princess, both in Museum and Milwaukee Road days? If so, please call **Maryellen** at (612) 822-2386.

Finally, the Princess needs a donation box to replace the one that was stolen in last year's burglary. Anyone interested in making one? Please call Maryellen.

Mechanical Department

-Clyde Stephens

In preparation for its role as the backbone of the fleet, #265 saw some work this winter including installation of a new air compressor and repainting the front and back steps. Work on #1300 was much more extensive. All of the windows were removed, stripped, repaired, and repainted. As of this writing, #1300 was to rejoin the fleet in mid-June. Many people were involved in this effort. I want to thank **Ken Albrecht, Keith Anderson, Carl Barthelmy, Tom Beaumont, Lyndon Benson, Mark Digre, Ben Exley, Dave French, Bill Gingerich, Roy Harvey, Clyde Hawkins, George Isaacs, Keith Lindberg, Barney Olsen, Jim Otto, Robert Powell, John Prestholdt, Robert Stevenson, Dennis and Andrew Stephens, Walt Strobel, Pete Swenson, Greg Taylor, Carl Wessel and Jim Willmore**. In addition, thanks to the regulars in the Tuesday morning crew and to our monthly car cleaning crews led by **Maryellen Digre-Mueller and Hilmar Wagner**.

These folks are the heart and soul of the Traction Division. With them, we have a living, breathing museum that lets people experience the most used form of public transportation ever invented - the feel, the rhythm, the smells, the sounds. Without them, we would have only cold, lifeless static displays that few would see and none could truly experience or really understand. All of us owe them our great thanks.

Is there anyone out there with carpentry skills that would like to help out with a small project? As our volunteers know and many of you may have noticed, extra brochures and some souvenir items are stored in the Linden Hills Station and aboard the streetcars in heavy cardboard boxes. They don't last forever - we usually replace them several times per season. What we need are six wooden boxes with dividers and lids, one for the station and one each for each of the three streetcars at Lake Harriet, one for #78 at Excelsior, and one for the Minnehaha Depot. Interested? The "Trolley Rides Today" sandwich boards could also use some touch-up paint. Handy with a brush? Please call **Louis Hoffman** at 612-729-0442 or e-mail lhoffman1@qwest.net.

Refurbished Rock Island #2604 sports a new Pullman green paint scheme with correct logo and lettering, plus rebuilt windows. Aaron Isaacs photo.

Classic Bus Department

-Ken Luebeck

Earlier this summer while on a trip to fetch parts for #198, #1399 suffered a catastrophic engine failure. Apparently, a spring clamp gave way, releasing a coolant hose. When the coolant poured out, the engine shortly overheated. The mechanic who was driving the bus at the time says he had no warning anything had gone wrong until the engine seized.

We are working on a solution. It is still possible to purchase a new rebuilt engine for #1399. Including add-ons and installation, this option would probably cost 15 to \$20 thousand dollars. Though this option has numerous advantages over the long-term, we do not have that much in the bank, so we are considering other options, including the possibility of acquiring a donor bus, and have a few leads. Anyone wishing to contribute time or dollars to this effort is welcome to call **Ken Luebeck** (612-490-1003) or e-mail his new e-mail, kenluebeck@mediaone.net.

In the meantime, we are running bus #132. #132 is a 1963 GM "new-look" model 5303, which is on lease from Richfield Lines. The bus carries Richfield colors, but not the name. An anonymous donor has contributed the full cost of the lease for at least the first 3 months. This bus may not be quite as classy as #1399, but it still has an appeal. And thus far, Richfield Lines has been providing the upkeep on #132 gratis. So we are up and running.

We have many irons in the fire, including the search for a starter home for the Classic Bus Department, a tune-up for #630, and other items. For more info, call Ken or Joshua Daniel. Joshua's new phone number is (763) 443-3009.

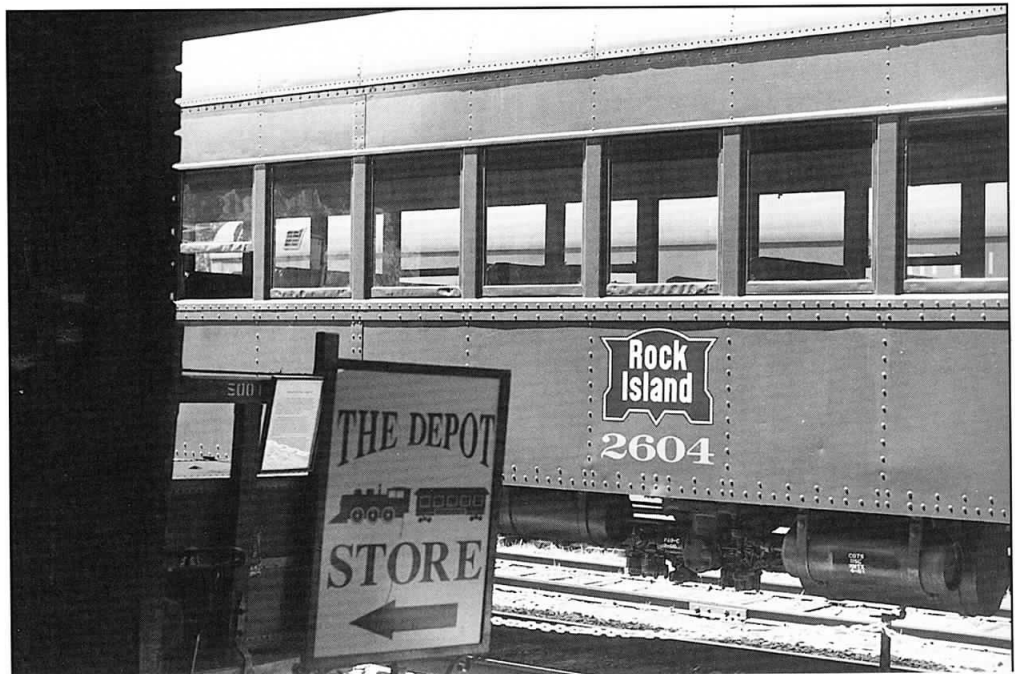
RAILROAD DIVISION REPORT

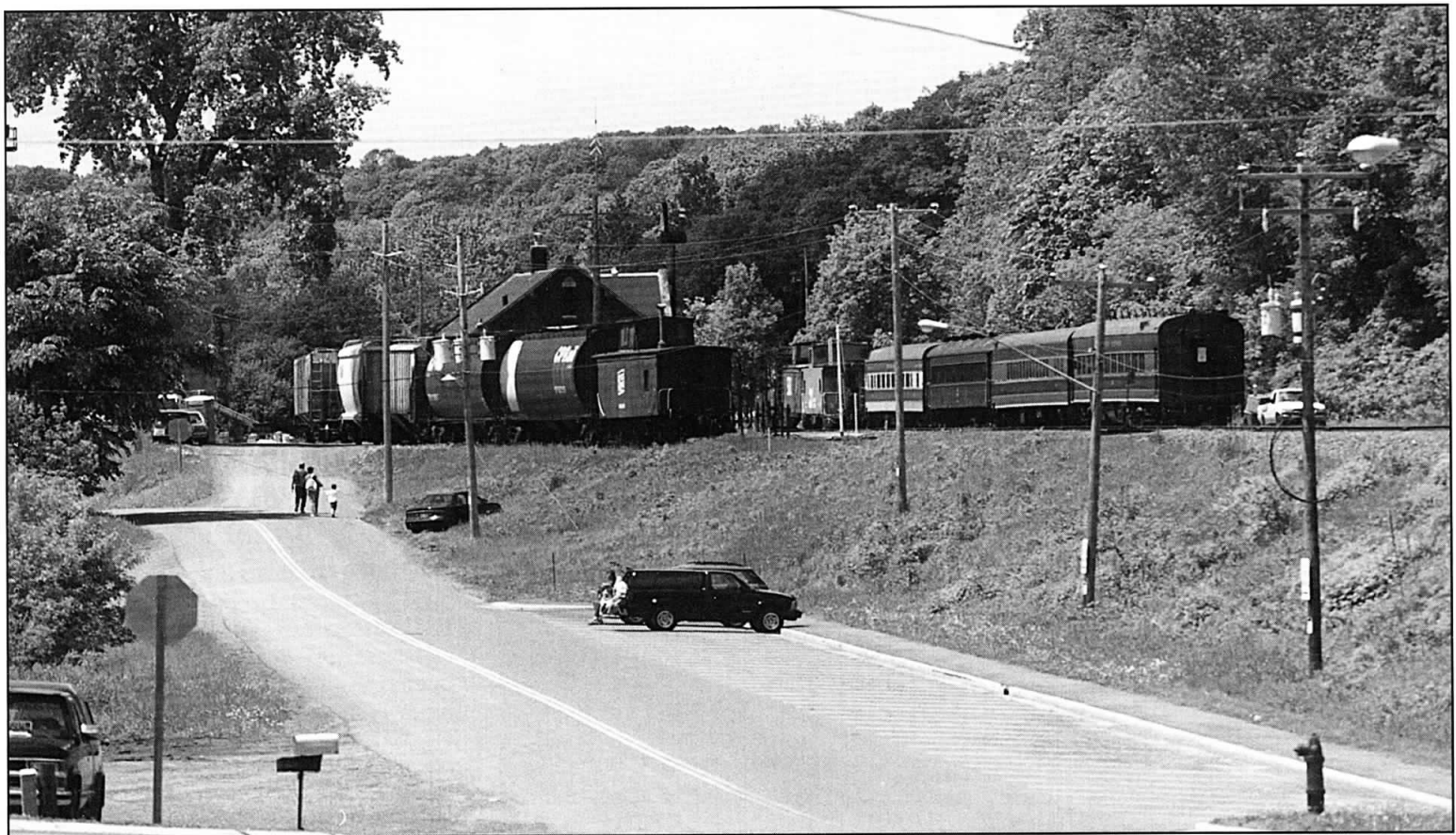
-Dick Kolter

The 2001 operating season got off to a smooth start on Memorial day weekend. Most winter and early spring preparations were completed on time. Passenger numbers, although rather small, were not unusual for this time of the year. The equipment was moved to Osceola on May 1st and several charters were run during May.

The end of the winter work and repair season found two important pieces of equipment still receiving attention. Locomotive 559 needed work to adjust side bearing clearances which required lifting the unit off of its trucks. This work would have been difficult at Jackson Street so **John Peters** arranged to do the work at Northtown. On May first when most of the equipment was moved to Osceola 559 was taken along and dropped off at Northtown to get this work done. John has reported that while the work was being done he discovered some other things that would soon need attention and decided to get them done while the opportunity existed.

Late in the winter a discussion by management about the toilet situation on the trains concluded that it would be nice if another of our cars had facilities. **Eric Hopp** suggested that 1096 would be the easiest one on which to do the installation. The necessary supplies were ordered and 1096 was held back for toilet installation when the rest of the equipment went to Osceola. Having this car outfitted nearly assured that we will have adequate facilities on all of our runs. This car was to be shipped to Osceola when the work was completed.

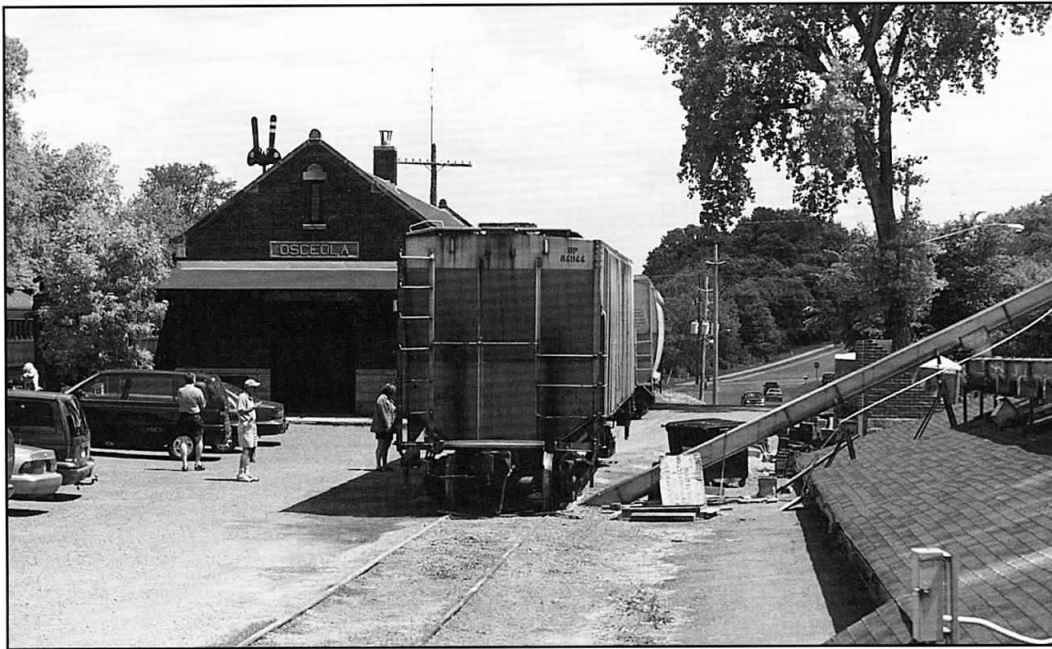




There's lots of news in these photos. Freight service, once given up for dead, has rebounded. Witness the five cars of fertilizer being unloaded behind the Osceola depot. Three cabooses with various owners are now in town. The village of Osceola has widened Depot Street (foreground) to create parking for the train. Aaron Isaacs photos.

This year the program of train rides for visitors to William O'Brien state park is being coordinated by Jan Edstrom. On selected days our train makes a station stop at a crossing as it passes through the park. Passengers are picked up on the morning Marine trip, taken to their choice of Osceola or Dresser, and returned to the park on the afternoon Marine trip. The first park stop of this season was made on May 27 with about 50 people riding. We plan to make park stops on six days this season.

The weekend of June 9 and 10 was appreciation day for residents of the area in which we operate our trains. Everyone living in the Osceola, Dresser, and Marine area was invited to ride the train free on one of these two days. This was intended as a thank you to the area residents for any inconvenience they may have incurred because of our operation. We also hope that area people will become more familiar with what we have to offer, and may recommend a train ride for any friends or relatives who visit them. About 350 local people attended.



A large amount of volunteer effort went into one preseason event. The Wisconsin governor's fishing opener was celebrated in the Osceola area on May 5. This was a three day event for the area and was to be a large tourist attraction. On Friday May 4 we ran a special train as one of the events for the celebration. For the trip to Marine the governor, all of the participants, and the press were invited. A band was engaged to play while to passengers were boarding and souvenirs were handed out. Many MTM volunteers

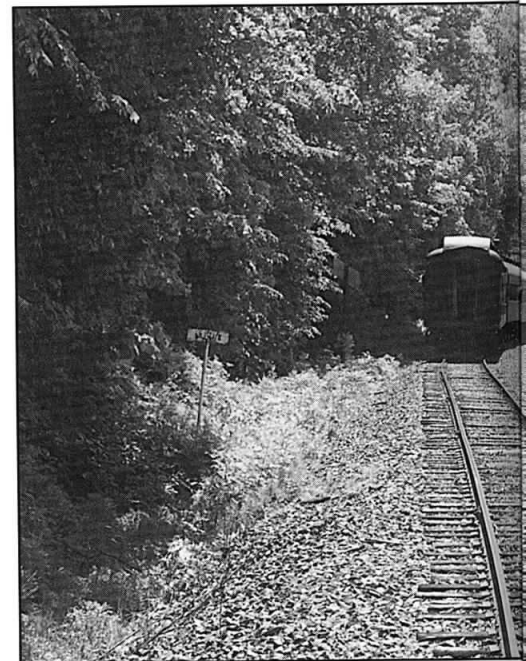
took the day off from work to be on hand to welcome everyone.

Organization of the fishing event train ride went very well and the train ran on time. The volunteers did an excellent job of preparation. Only one problem was encountered that day. The governor decided to pass up the opportunity to ride the train and decided to do something else at that time. Thus most of the dignitaries and press people also decided to pass up the train ride and follow the governor.

This season the operating crew scheduling is being done by **John Lind** who has created a computer program that is accessible over the internet. Crew members with the proper computer facilities can sign up with out any assistance. Those who don't have a computer can still get on a crew by telephoning one of the people designated as scheduling administrators who will then make the proper entry on the computerized schedule. Since he first installed his scheduling program in January, John has made several additions and enhancements that may help everyone.

It is hoped that passenger service representatives, formerly called car attendants, will soon be able to utilize the new scheduling system. With the availability of this system a proposal has been advanced to allow volunteers active in other museum divisions the opportunity to sign up and work occasionally as passenger service representatives on the Railroad Division. We have always had a few volunteers from other divisions who have come once or twice a year because they enjoyed variety in the museum activities. The new scheduler will make it easier for them to pick available dates and possibly encourage new people to help the Railroad Division on an occasional basis. Members active in other divisions will find it easy to qualify as a passenger service representative.

The 11 o'clock to Marine passes through the slow order area below the limestone bluffs. Note the slide fence. If hit by falling rock, it triggers a red signal to prevent a derailment. Aaron Isaacs photos.



Classes for new operating crew people were held on Saturdays this spring. Ten people participated in the sessions presented by **Morten Jorgensen** and **Kurt Mahre**. All of these people completed the instruction, passed the test, and attended the hands on training May 19 at Osceola. They will all make good additions to the crew.

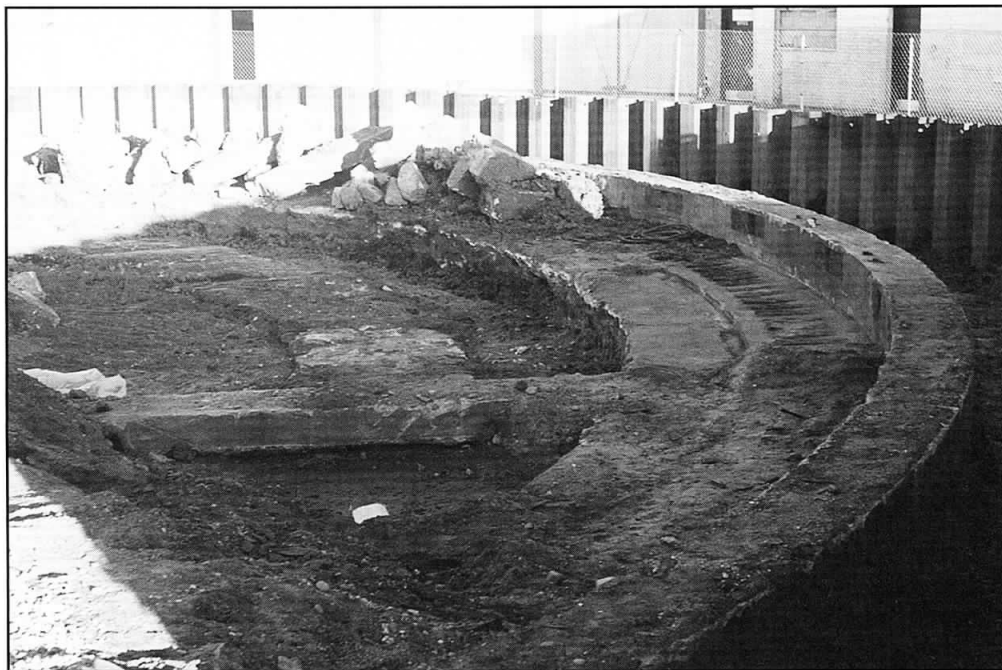
The spring season freight business was much better than what we had been seeing. The logging company loaded several cars most weeks, and the co-op at Osceola got much of their fertilizer shipped in by rail this year. There was even a small company that shipped a few cars of corn out of the area this year, a first for us.

Both of MTM steam locomotives have been torn down for rebuilding in Bay C. Pacific #2156 (above right) is surrounded by a plastic sandblasting tent.





The turntable pit has been excavated. Uncovered in the process were the pits of all three of the original Jackson Street turntables, 70 foot, 90 foot and 100 foot. Since it was necessary to demolish them to make room for the new table, they were documented first by Ann Merriman and Chris Olson. Aaron Isaacs and Eric Hopp photos.



LAKE MINNETONKA DIVISION REPORT

-Ann Merriman and Chris Olson

Division news notes

The Lake Minnetonka Division's Spring Fundraiser, "An Evening on Excelsior Bay", was held at the Bayview Event Center in Excelsior on May 12, 2001. Highlights of the evening included tours of the Minnehaha, rides on Streetcar 78 to the car barn, and tours of Streetcar 1239 in restoration. Also featured was an exhibit of Minnehaha and streetcar artifacts, the newly donated Streetcar 1419 model, models of Streetcar 78 and Minnehaha constructed by volunteer **Bill Olsen**, an operating streetcar light belonging to volunteer **Mike Buck**, and an oil painting of the Zumbra Heights Streetcar Boat Stop on loan from MTM member **Roger Bauser**. Further, friend of the museum **George Pfeifer** operated his radio-controlled streetcar boat model Harriet in Excelsior Bay to the delight of everyone.

A silent auction featured over 100 items, including the Museum's 1974 wooden Johnson C-Scow, sports tickets and memorabilia, several pieces of art, household goods, a TV/VCR, an antique locomotive model, an antique steam gauge clock, restaurant and resort hotel gift certificates, antique boat rides, and a private Minnehaha cruise. A raffle featured round trip tickets to any US destination on Sun Country Airlines, a portable color TV, a Kurt Carlson Minnehaha print, a Minnehaha pewter plate and several other items. The LMD staff thanks the many auction item contributors, LMD volunteers **Ken Albrecht**, **Mike Buck**, LMD General Superintendent **Brad Buxton**, **Maxine Dickson**, **Scott Heiderich**, **Bob Johnson**, **Jim Jurgens**, **Beth Kessler**, **Mike Kramer**, **Comfort Leckie**, **Darel** and **LaVerna Leipold**, **Jim Ogland**, **Myerl Roloson**, **Johnn** and **Nancy Schroeder**, **Kerm** and **Audre Stake**, **Jim Willmore**, **Bob** and **Nan Woodburn**, Railroad Division General Superintendent **Bill Handschin**, MTM Director of Member Services **Deb Handschin**, and MTM Executive Director **Don Meyer** for their much appreciated assistance.

A new iMac computer and Epson color printer were purchased for the LMD administrative office using funds

Last December 8, Northern States Power #5 was the first locomotive to enter Jackson Street since 1958, using temporary track. Eric Hopp photo



Ken Albrecht (L) and John Anderson await the 2:00 PM departure from Wayzata.

donated by the George W. Nielson Foundation. The computer and printer are much needed additions to the LMD especially with the regular use of graphics in museum exhibits and the limited capacity of the division's old PC. The new computer has already saved the Site Administrator countless hours of work and many thanks are extended to the George W. Nielson Foundation, its Executive Director **Ed Arundel**, and MTM volunteer **John Senior** with their assistance in obtaining the required funds.

2001 season launch

With her superstructure paint job and new trim gleaming, the Minnehaha was launched for her sixth season on May 5, 2001. The operation was the easiest and most successful launch to date, with the steamboat arriving at the home dock from Minnetonka Portable Dredging within five hours after entering the water. The winter hull conservation plan, developed by **Bob Johnson** and **Brad Buxton** and carried out by **Mike McWilliams** and **Christopher Olson**, was a complete success. The hull's seams had remained tight throughout the winter, and only rudimentary caulking was necessary prior to launching. Thanks again to **Jeff Jensen** for providing the tow truck and expertise in launching, to **Neal Heminger** for guiding the overall launch process, and to the over 40 volunteers who assisted with the launch.

A maintenance project that required attention prior to launching was the installation of an air ejector muffler by volunteer **Virgil Behounek** that makes the already quiet steamboat even quieter. Volunteer **John Schroeder** designed and paid a high water alarm in the bilge that was installed by volunteers **Bob White** and **Bob Woodburn**. One other note worth mentioning is the Department of Labor and Industry's use of the Minnehaha's boiler as the standard for comparison of other boilers during state inspections. Other state inspectors are given the opportunity to examine our boiler during the required yearly inspections, which we pass with flying colors each year. A great deal of thanks must be given to volunteer **Bill Berger** and his guidance in treating the boiler water, which keeps the boiler like new.

Crew training

This spring and early summer saw new pilots, engineers, and pursers in Minnehaha crew training, with new ticket office volunteers joining the ranks as well. Thanks to a short article in the Lakeshore Weekly News and a concerted effort by volunteers, several new Streetcar 78 and streetcar restoration volunteers have stepped forward as well, with training by volunteer **Scott Heiderich** to start very soon. These new streetcar volunteers are mostly local residents and the LMD is grateful to have more volunteers from

Excelsior and the surrounding area. The LMD welcomes new volunteers **Dick Anderson**, **Bob Beyer**, **Dave Carroll**, **James Chang**, **Steve Decatur**, **Tom Geng**, **Jack Kegel**, **Elizabeth Kramer**, **Robert A. Johnson**, **Chuck Oberg**, **John Petronek**, **C. J. Ramstad**, **Tom Roberts**, **Fred Rogers**, **Steve Schmidt**, **Gerald Sebring**, **Carl Soneson**, **K. C. Stabeck**, **Millie Trebnick**, **Jeff Stuhr**, and **Pat Wilcox**.

Current LMD ticket office volunteer **John Schroeder** has joined the engineers-in-training and purser **Dave Blanchard** is training on Streetcar 78. LMD staff member **Ann Merriman** is now a purser and streetcar foreman, and LMD staff member and engineer **Christopher Olson** is now a streetcar foreman as well. We welcome **Bill Graham**, **John Marty** and **Joyce Marty** back to the purser ranks after brief absences, **Ross McGlasson** back to the captain ranks after his illness last year, and **Barb Thompson** back to the ticket office after her successful fight against cancer. The LMD would like to express our good wishes to ticket office volunteers **Myerl Roloson** and **Sharon Provost** who are experiencing health problems.

2001 operating season

The 2001 Minnehaha schedule has proven very successful with both our Excelsior and Wayzata riders. Our 1.5 hour cruises out of Excelsior and our round-trips to Wayzata have been consistently sold out during June and early July. Volunteers **Leo Eiden** and

Jim Hewitt have again done excellent work in keeping the steamboat's engine in fine running order. Several walking tours of the steamboat have been given to a variety of groups, with many others scheduled for later in the season.

The 2001 "Give 'Em A Ride" (GEAR) Program is already a huge success, with 326 passengers so far, and another 546 people scheduled to take advantage of the program with some spaces yet to be filled. The GEAR Program was established in 1999 and is sponsored by MTM member **Brad Robinson**. The program provides free steamboat rides to people affiliated with other 501.C.3 non-profit organizations who might not otherwise have a chance to experience the Minnehaha. The program serves a variety of individuals including women and children surviving domestic abuse, children's community groups, church and seniors groups, and developmentally disabled adults and children. Each group receives photos of their trip and feedback to date has been entirely positive.

A special ride on the Minnehaha has been provided to LMD friends and MTM members **Dan and Martie Gilbert** and the employees of Gilbert Mechanical Contractors. The Gilberts purchased the ride at auction in 2000 and used the trip at the company's yearly picnic. The steamboat provided two rides for the company's employees from the Minnetonka Yacht Club and the Gilberts graciously fed a hungry crew after the trips. Another special ride was arranged for the Great Northern Historical Society Convention members. Three one-hour cruises provided these steam enthusiasts with a different perspective on the use of steam than those they are usually exposed too. An enjoyable and educational time was experienced by the 215 riders and the LMD thanks the GNRHS members for their presence.

Local businesses assist the LMD

When the Lake Minnetonka Division required assistance, the Tonka Bay Marina stepped forward and lent a hand. Informed that the regular services provided by a local sanitation company would not be available, Tonka Bay Marina offered its services to the Minnehaha at no cost and constructed a special system to accommodate the Minnehaha's unique construction. Every two weeks before the GEAR Cruise, the Minnehaha arrives at Tonka Bay Marina for a head pumping, and the marina also provides us with free sanitation chemicals.

Tonka Bay Marina joins a distinguished list of merchants, cities, and professionals that have donated their services or materials free of charge to keep the Minnehaha and Streetcar 78 operating, and to keep the Streetcar 1239 restoration moving forward. These other friends include: Market at Excelsior (ice for the boat's water cooler), City of Wayzata (docking fee waiver), **Linda Murrell** and the Excelsior Area Chamber of Commerce (promotional assistance and auction item donations), Shorewood Yacht Club and Minnetonka Portable Dredging (accommodating the launching and pull-out of the Minnehaha), Mustard's Last Stand and **Terry Archer** (invaluable services to our volunteers), **Jeff Jensen** (building and boat maintenance services), **George Mikkelsen** (welding services), **Jim Williams** (painting services), Bayview Event Center (home dock surveillance and promotional assistance), artist **Ray Johnson**, Minnetonka Center for the Arts, and Orono Community Education (donation of a Minnehaha mural), Greater Wayzata Area Chamber of Commerce (promotional services), Gilbert Mechanical Contractors and Truax Inc. (materials and labor for our stack repair), Greenwood Marine (recycling of used oil), Lyman Lumber Company (free parking for streetcar operators), Kriss Products (boiler water treatment chemicals), and the 7:30 Walking Club (a decorative tile at the Excelsior band shell). The Lake Minnetonka Division extends its appreciation and thanks to these generous people.

Jim Ogland publishes book

Volunteer **Jim Ogland** has published a wonderful new book, *Picturing Lake Minnetonka: A Postcard History*, through the Minnesota Historical Society Press. An advance copy of the book was given to the LMD and all the feedback has been unequivocally positive. The publication is well written, researched, beautifully presented, and the epilogue features the raising and restoration of the Minnehaha. The LMD will sell the book in our store and participate with several promotions with Jim and the MHS Press later in the summer. Congratulations to the author and publisher for their success.

KARE 11 exposure

KARE 11 has used the Minnehaha as a backdrop two times so far this season. During a recent morning show, meteorologist **Belinda Jensen** presented

her weathercast from the top deck of the steamboat. Also during the morning show, KARE 11's wacky sports guy **Eric Perkins** ("Perk at Play") played around with volunteer purser **Kern Stake** by wearing his Minnehaha hat and telling fish stories. Further, in a recent story about the Excelsior Amusement Park, a portion of an interview with local historian **Bob Williams** took place on the Minnehaha's home dock, with the steamboat in the background.

Streetcar 1239 project moves to mechanicals

-Bill Graham

In May, car 1239 received a new main wiring harness, courtesy of **Jim Willmore**, **Neil Howes**, **Jerry Olson**, **Phil Settergren** and **Roy Harvey**. A source of resistance grids has been found, and preparations are underway to receive and install them under the car. Jim's custom designed brackets which support the main electrical runs along the length of the car have worked out superbly.

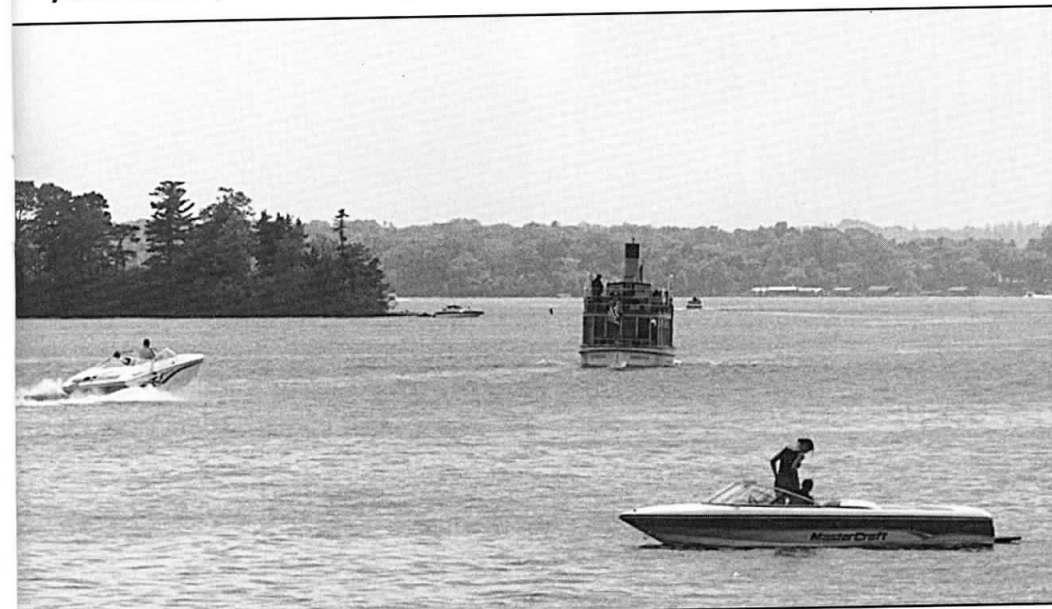
Earlier, **Howie Melco** and **Jim Willmore** finished welding up the rear body bolster, using the portable welder lent to MTM by **Jeff Jensen**. The bolster now is finished, painted and ready to be set on the rear truck sometime this summer.

Ken Albrecht manufactured two magnificent covers for controllers in MTM's collection. One will serve on 1239 and the other is being saved for Messaba Railway #10 when that project gets underway in a few years. The covers are made of custom-made oak tongue and groove stock. The corners of the box are made to wrap around a roughly 2 inch radius curve which Ken achieved on a lathe. He first turned the outside diameter, then the inside one to create a curved piece of tongue and groove stock. He bound the pieces together using steel bands riveted in place just as like the original case. Several coats of urethane lightly tinted with cherry stain, and the case looks like the 1907 original. The controller now is ready to install on 1239's front platform.

A retired industrial arts teacher, Ken also has taken on the formidable job of designing and building the step well for the rear gates. He expects to pay another visit to the Seashore Trolley Museum to measure yet again the steps on TCRT car 1267, the only existing step well designed for wire gates. Ken also has located a source for the open step tread material which must be fabricated in place in order to follow the curve of the well.



Minnehaha backs away from the Wayzata dock and steams toward Excelsior. Its bright yellow can be spotted miles away. Aaron Isaacs photos.



We found that when MTM acquired several trolley pole spring bases from the Chicago Transit Authority years ago, we neglected also to get the swivel bearing plates on which the spring base rests. **George Isaacs** designed the plate, and **Howie Melco** arranged to have it cut from half-inch steel plate at Metro Transit's Overhaul Base. With the base plate, trolley boards and canvas roof all finished, work can begin assembling the trolley base and installing the main power conduit into the carbody.

With the heavy repairs completed to 1239's underframe, the plywood sub-flooring has been fastened down, and installation of the finish flooring has begun. **Bob Dumas** obtained three-fourths inch oak, tongue and groove flooring from Lake Elmo Lumber Company in long lengths that will lend strength and beauty to the floor.

Work continues on restoring the window sash. All the clerestory windows are finished and installed. All the upper sash is glazed and painted on the outside. Left to do are the lower sash along the sides and rear platform. It's is very slow work because of the many steps needed to finish each window unit. Each coat of varnish and paint, for example, requires a separate trip to the Excelsior barn. With the finished sash in place, however, 1239 is looking much more like a well-put-together streetcar.

Car Operations Resume

Scott Heiderich, **Dave Culver** and others have re-certified streetcar operators, and regular operations began the weekend of May 19. **Doug Hultgren** operated the first regular shift. Scott has maintained liaison between MTM and the water main contractor while work continues to restore the trail beside MTM's trackage. The rainy spring weather continues to make a mudhole of the trail so that MTM'ers still could not drive to the carbarn as of June 10.

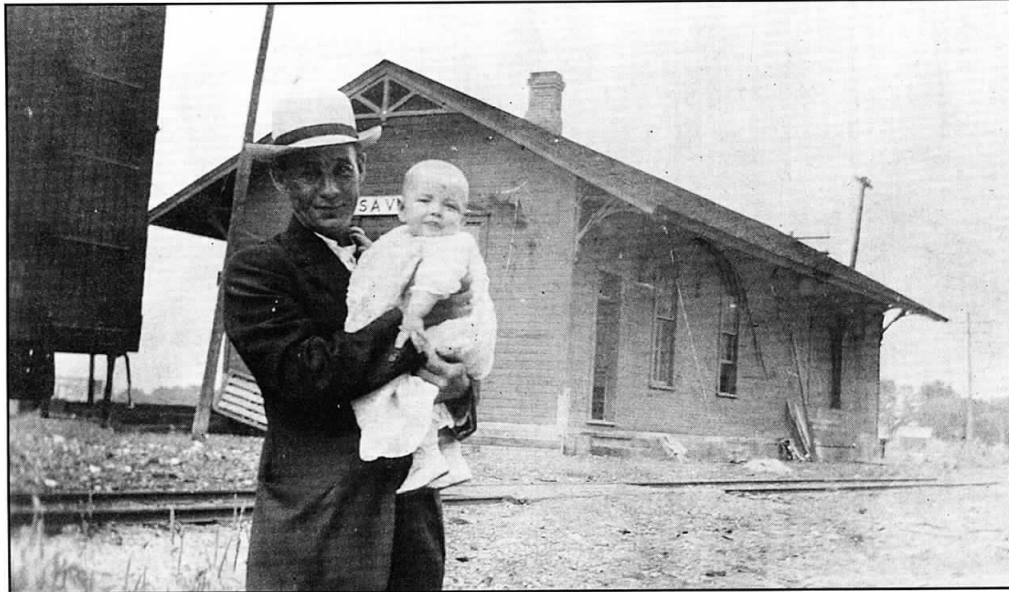
In late May, Minnesota Department of Transportation's contractor began demolishing the old TCRT bridge over the present day Excelsior streetcar trackage. This has rendered all trackage east of the carbarn unusable. Streetcar operations now terminate at a new platform located at the east end of the barn where **George Ittner** and **Bob Dumas** built a new loading platform. Passengers are offered a tour of the carbarn and the 1239 restoration project. The tours have raised considerable interest among several of the recent visitors. This is how MTM perpetuates ourself, by drawing in new people who find what we do irresistibly interesting.

SURVIVING TWIN CITY SMALL DEPOTS

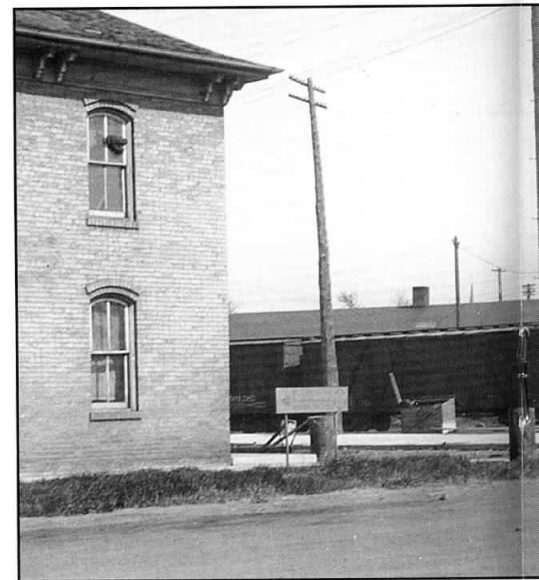
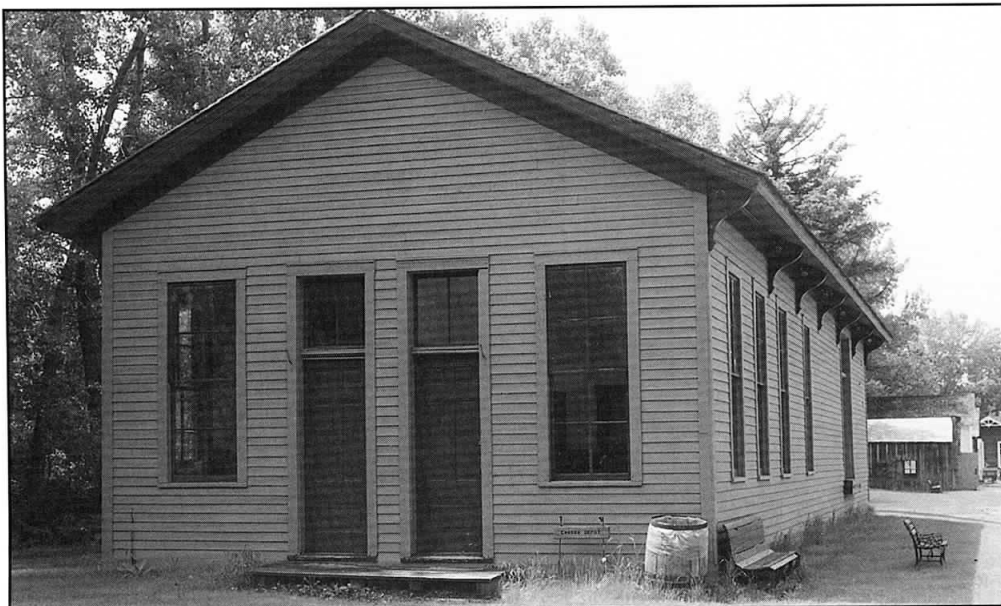
When the railroads were built, station stops were established at every town and at many junctions, and depots were built there. The pattern was pretty obvious and easy to understand in rural Minnesota. Towns were spaced every 5-10 miles along most lines. In the Twin Cities the situation was more complex. There were three major downtown passenger terminals, St. Paul Union Depot and the Great Northern and Milwaukee Road depots in Minneapolis, plus the Luce Line/Dan Patch depot in Minneapolis. Each railroad maintained separate freight houses, often one in each city. But there were other small depots scattered around the metro area, and a surprising number of them survive today.

If we define the metro area as the Metropolitan Council does, the seven counties of Hennepin, Anoka, Ramsey, Dakota, Washington, Scott and Carver still contain 25 small depots.

When one looks closer at them their diversity is pretty astonishing. They were served by seven different railroads. They range in age from the 1870s to the 1950s. Some were built for free-standing small towns like Hopkins, Chanhassen, Wayzata, Excelsior, White Bear Lake, Hastings, Mound, Shakopee and Chaska. Others served junctions (Bulwer Junction, Shakopee and Chaska), resort stops (Minnehaha Park and the St. Louis Hotel



The Omaha Road 1883 Savage depot, pictured in 1915, was moved to the nearby Murphy's Landing historic village, where it now houses the gift shop. Minnesota Historical Society collection.



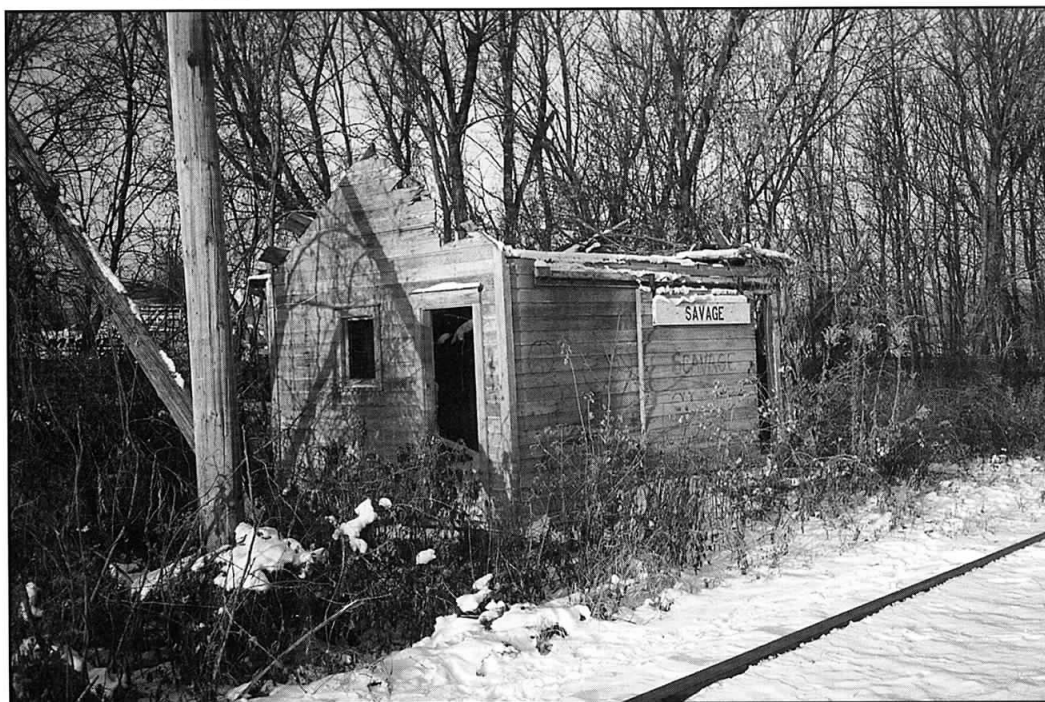
Also at Murphy's Landing is (we think) the original Milwaukee Road Chaska depot. It was later replaced by the current depot at the Milwaukee/M&StL crossing, but survived as a freight house. This view shows the two separate waiting room entrances, probably for men and women.

in Deephaven) and Victorian commuter rail suburbs (St. Anthony Park). Two of them were directly served by Twin City Rapid Transit streetcars (Deephaven and Maplewood). Two were served by TCRT express boats (Deephaven and Wayzata). In fact, Lake Minnetonka has a majority of its depots still intact (Wayzata, Excelsior, Spring Park, Mound and three in Deephaven). Two generations of Chaska depot have been preserved. Hopkins is notable for still having both of its depots standing in the original locations. Both of Savage's depots are intact, although barely.

Some of the depots have been featured fairly recently in the Minnegazette, so they don't appear here. These include Orchard Gardens, Chanhassen, Bayport and, of course, Minnehaha Park.

Much of the reason why depots survive is that they are modest sized buildings that are easily reused, and also easily moved. They have become houses, coffee shops, park buildings and museums. A few are still actively used by the railroad. Others retain their depot form, but serve as museums, not surprising given the almost universal nostalgia attached to the local depot.

To the extent possible, we've tried to find both modern and historic pictures of them. Readers are encouraged to send in historic photos to supplement the ones we don't have, and to fill in the holes in our facts.



Going, going.... We think this is the original 1912 Dan Patch Line Savage depot, which looks like it won't last much longer.



The angled 1911 Chaska union depot was located at the crossing of the Milwaukee Road and the Minneapolis & St. Louis, and served both. The historic photo shows it in 1928.

Minnesota Highway Department photo, Minnesota Historical Society collection.



The 1935 White Bear Lake depot replaced an earlier wood building when Highway 61 was widened and relocated through town. In 1966 a railfan trip visited, featuring former Soo Line business car #48. Today the depot houses the White Bear Chamber of Commerce and Historical Society. MTM collection.



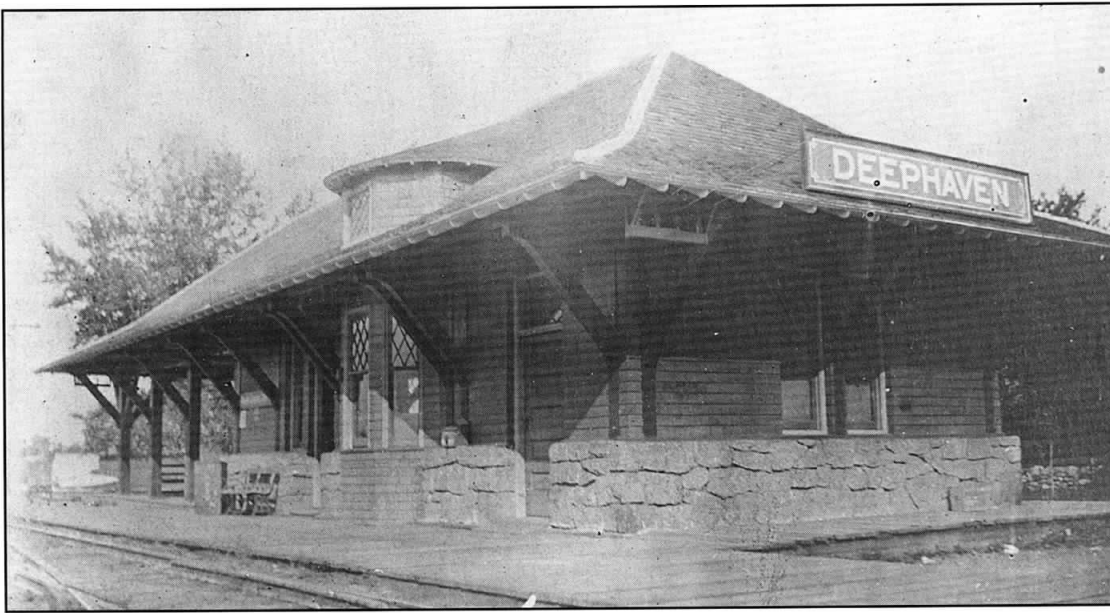
The most modern survivor is the 1953 Minneapolis & St. Louis Excelsior depot, now home to the Excelsior-Lake Minnetonka Historical Society. The slanted roof wing is not original. Today MTM's Excelsior Streetcar Line stops here.



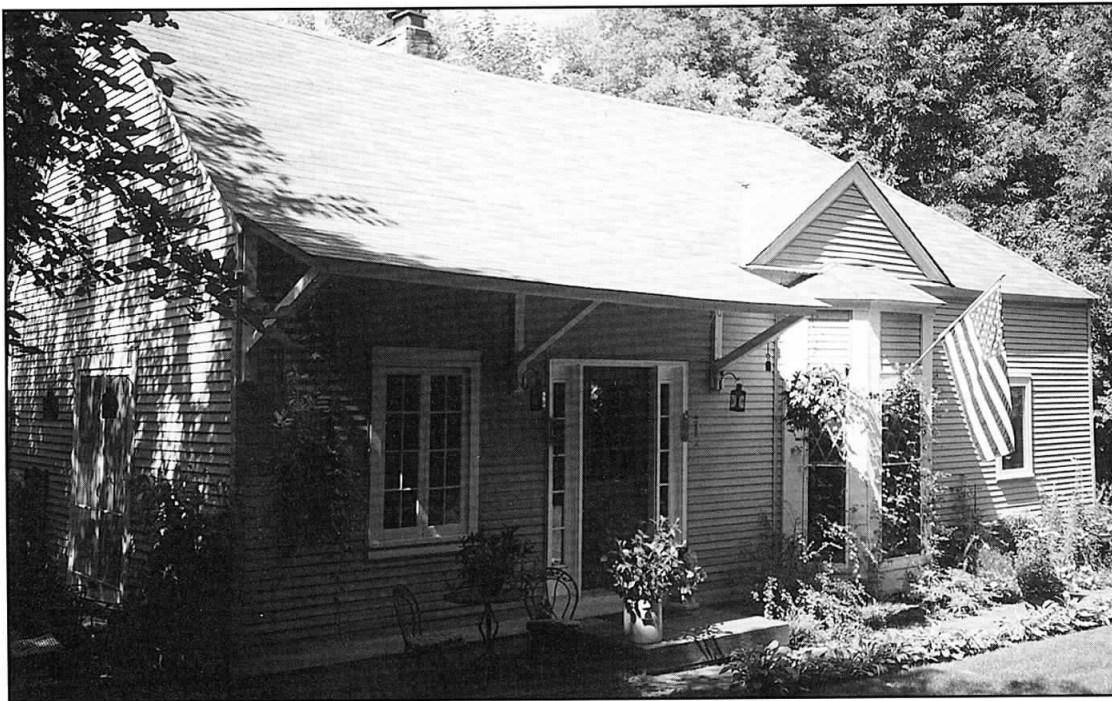


Today the 1915 Great Northern Mound depot is located several blocks south of its original location, and serves as a park building. Minnesota Historical Society collection.

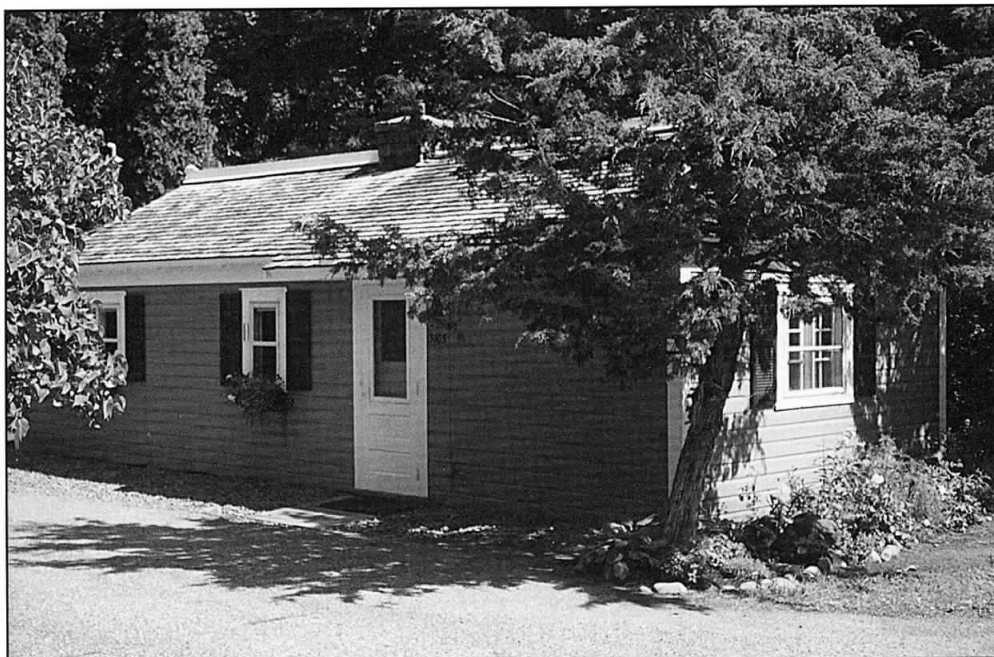
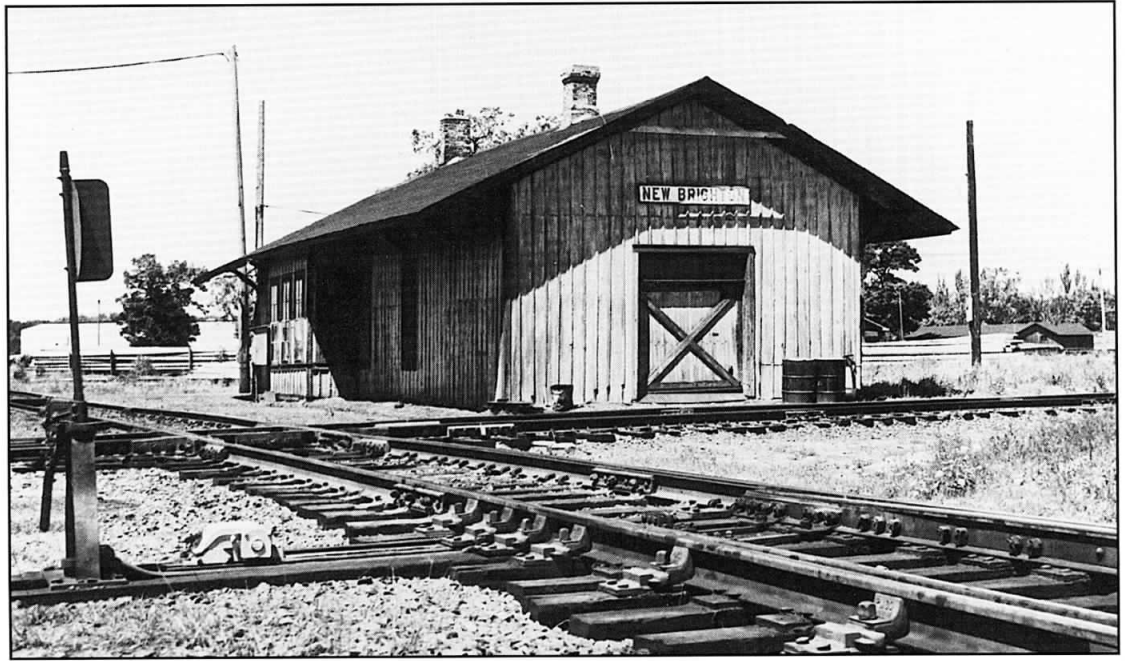
The joint 1909 Omaha Road/Milwaukee Road Shakopee depot remains in place, boarded up. Does anyone know its status?



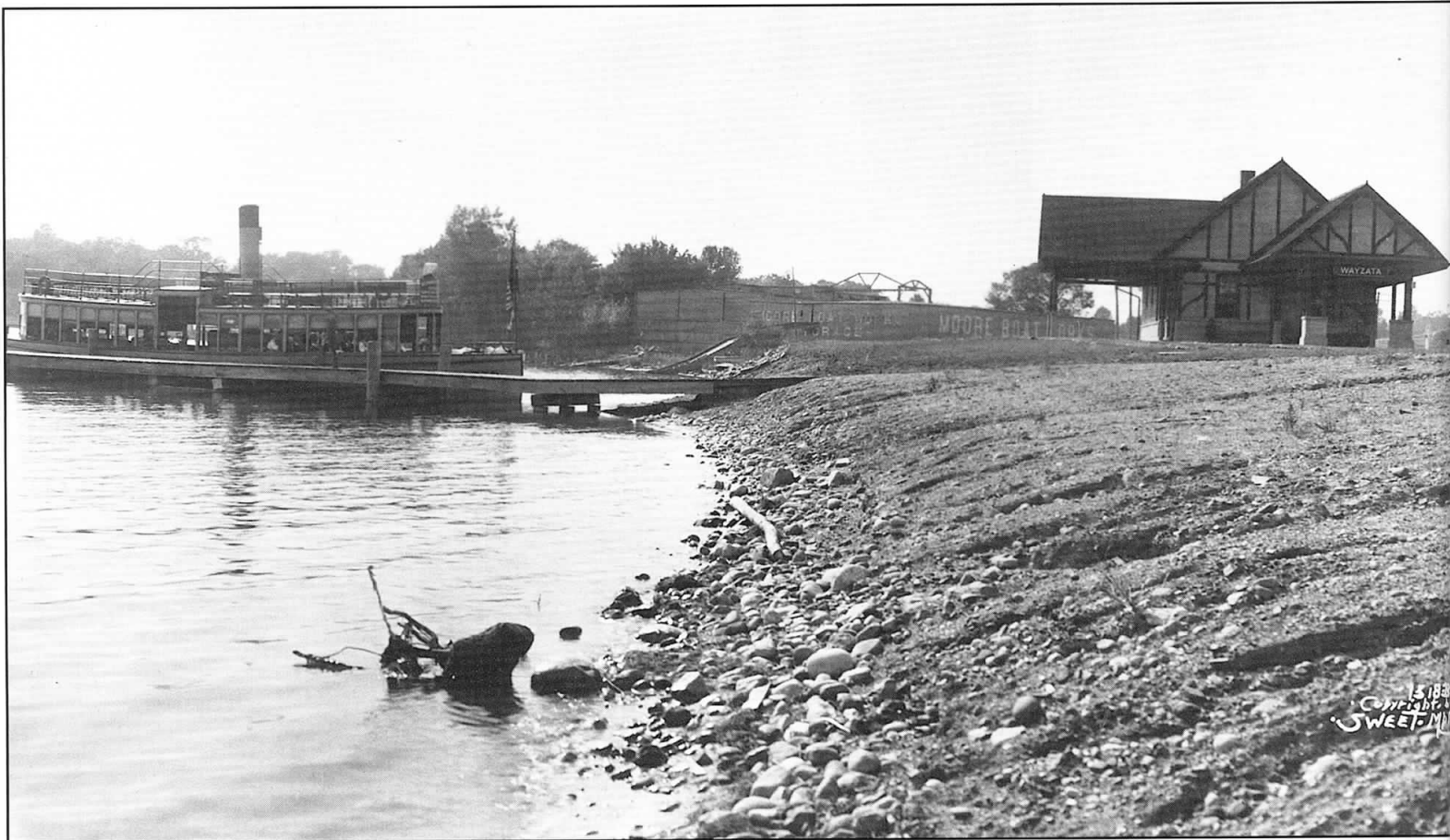
The Minneapolis & St. Louis Deephaven depot was moved from its location next to the Carsons Bay trestle on Minnetonka Blvd. It's now a house a few blocks to the northwest and has been much modified. The stone facing was cut away, and the whole building lowered by that amount. The roof overhang was cut back. Still in place is the distinctive diagonal paned bay window glass. Minnesota Historical Society collection.



Relocated to the New Brighton county park but still located on former Minnesota Transfer rails, the restored 1886 New Brighton/Bulwer Junction depot now houses the New Brighton Historical Society. Minnesota Historical Society collection.

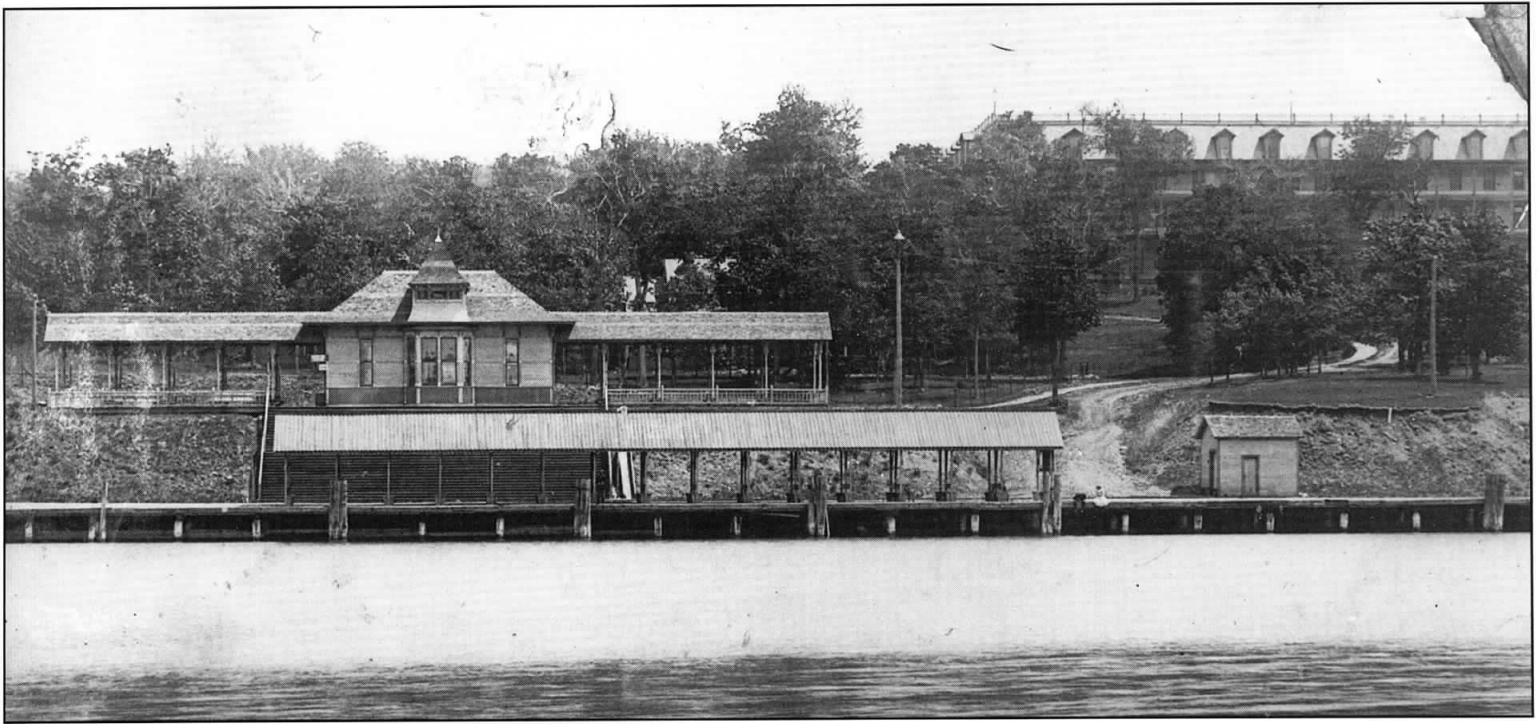


Perhaps the most unlikely conversion to a house is the 1889 Maplewood waiting shelter on the Milwaukee Road, later TCRT, Deephaven branch. It still sits on the original site.
TCRT photo, John Diers collection.

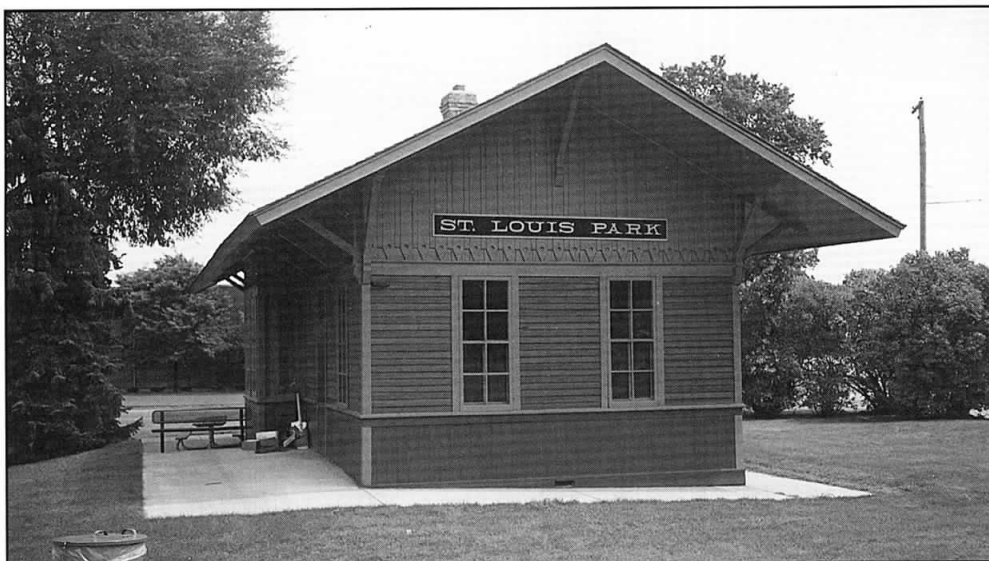


When we last ran this photo of the newly completed 1906 Wayzata depot, it turned out muddy, so it's worth another look. Artist Kurt Carlson adapted it for one of his express boat paintings that helped finance the Minnehaha restoration. Trees obscure the same view today, so here it is from a different angle. Minnesota Historical Society collection.

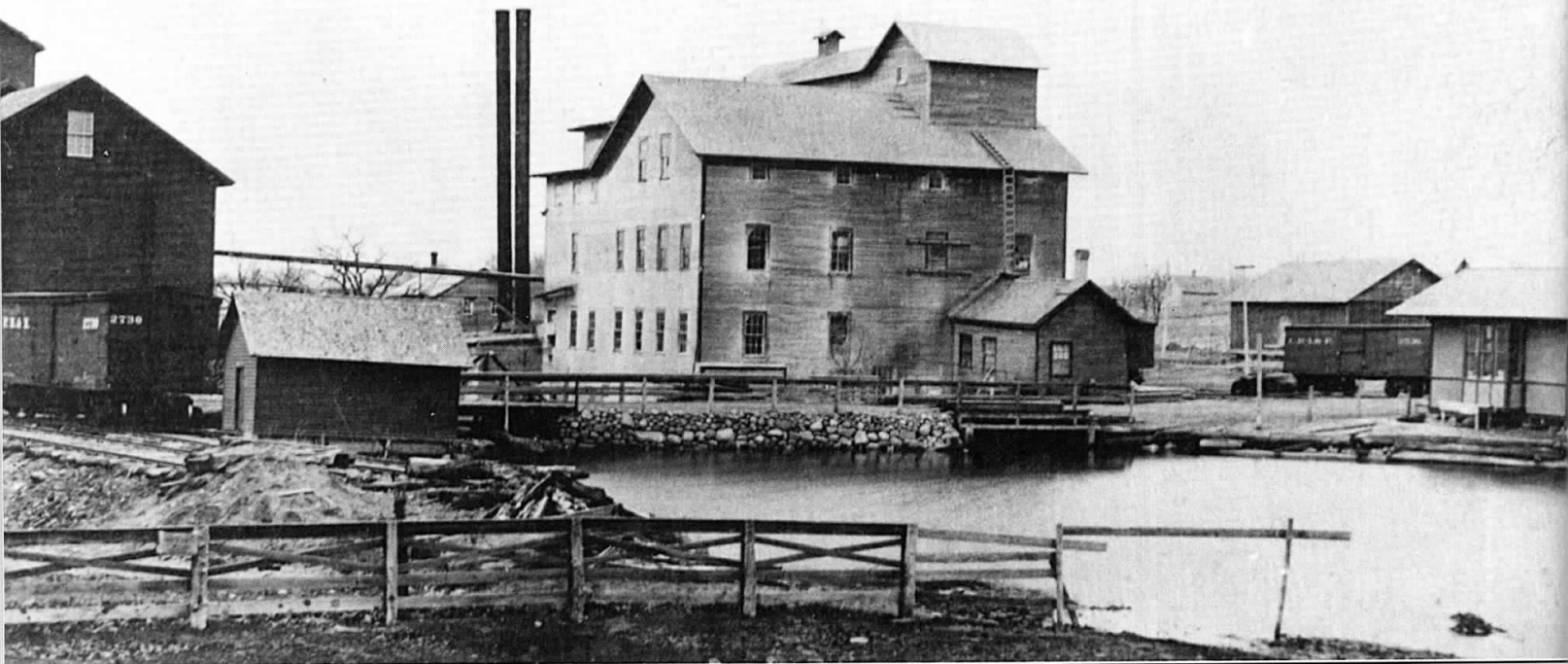




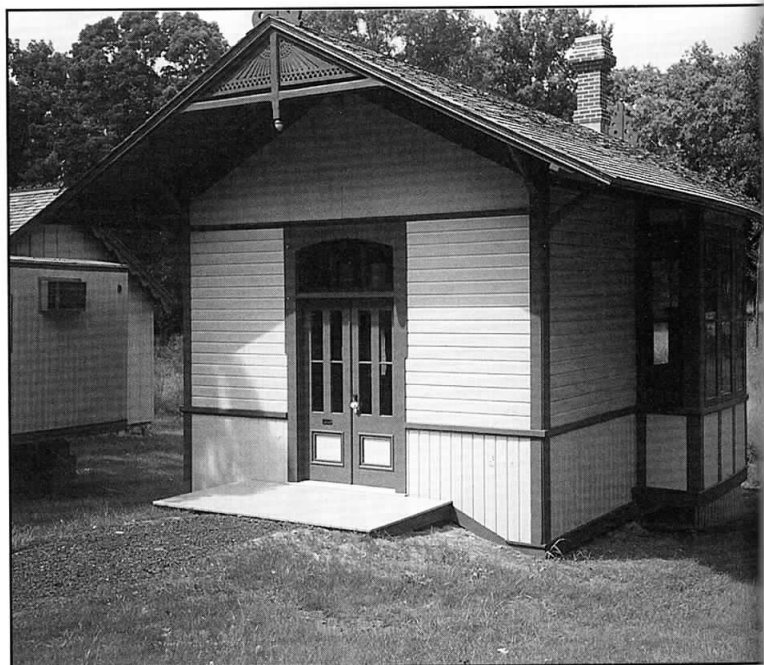
The Milwaukee Road 1889 Deephaven depot, owned by Twin City Rapid Transit after 1906, was moved up the hill and converted to a house, with quite a few modifications. The Minnehaha once stopped here, and so, perhaps, did #1300. Minnesota Historical Society collection.



The 1899 Milwaukee Road St. Louis Park depot sits in a park near its original site.



Before its recent restoration, this little building, located next to the McGinty historic house at Minnetonka Mills, was used as a garage. But what kind of garage has two bay windows? According to Maxine Dickson of the Minnetonka Historical Society, it served as a depot for the Mills, which had spurs from the M&StL and GN. It appears at far right in this 1876 photo. Minnesota Historical Society collection.





The Spring Park depot was built in 1900, and remodeled in 1949 as part of the Great Northern's campaign to create more modern, utilitarian white depots. In 1986 it was the boarding location and commissary for Dakota Rail's dinner train. Does anyone know its current status? Bill Graham photo.

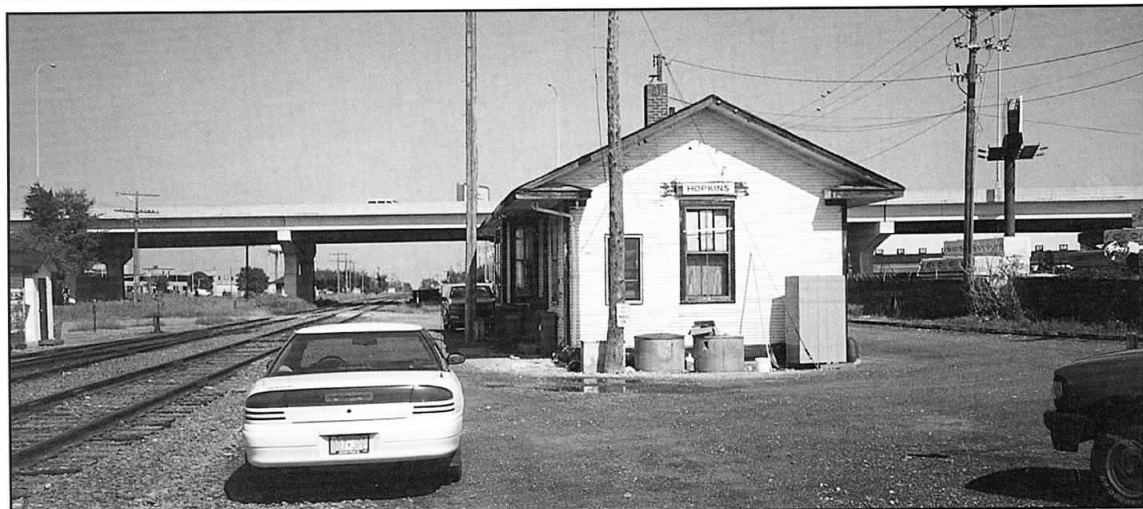


The 1903 Minneapolis & St. Louis Hopkins depot hosted fast freights to Iowa and Illinois when this photo was taken in the 1950s. Today it's owned by Hennepin County, who bought the right of way for LRT. The depot has been restored as a youth coffee house. John Winter photo.





Not only do two Hopkins depots still exist on their original sites (the small GN depot is gone), but the 1902 Milwaukee depot still serves the Twin Cities & Western. And its outbuildings are still intact, most unusual. In 1954 it witnessed the move of streetcar #1300 to its temporary resting place at the Minneapolis-Moline plant.





In 1885 the Soo Line built a brick depot to serve its Sandy Lake (later Shoreham) shops and it survives today. The only historic photo found so far dates from about 1925. Looking over the roofs of the boxcars, one can see a passenger train stopped at the depot, the second small building to the right of the twin water tanks. C. P. Gibson photo, Minnesota Historical Society collection. On a recent visit, Art Pew examines it. John Robinson photo.





C.M. & St. P. R.R. Depot looking west, Hastings, Minn.



The 1893 Milwaukee Road Hastings Depot, still owned and used by Canadian Pacific, may see passenger trains again. It is the terminus for the proposed Hastings-St. Paul-Minneapolis commuter train service. Minnesota Historical Society collection.





This 1911 wood, utilitarian structure, shown here in 1937, replaced an older, fancier stone depot on the Soo Line in North St. Paul. With the line converted to a bike trail, the depot has been moved to Heritage Square at the Minnesota State Fair. There it sits next to the Park Junction tower and a string of three railcars. A. F. Raymond photo, Minnesota Historical Society collection.

Two of the most unlikely survivors are the St. Anthony Park depots of the Northern Pacific and Great Northern, ornate victorian structures probably from the 1880s. They were designed to serve the model suburb located between Minneapolis and St. Paul, which at the time lacked streetcar service. Both were moved off site and are now homes nearby.



Now located on Commonwealth Avenue west of Raymond, the NP depot looks much the same. Ramsey County Historical Society collection.





The GN depot sat just west of Raymond Avenue, where the Minnesota Transfer crossed the GN. Moved about a block away to Everett Court the exterior has been little modified. It still says "St. Anthony Park" above the front windows. Ramsey County Historical Society collection.



Inside rear cover: Soo Line's Shoreham Shops in 1928. The extreme right center portion of this photo is blown up on page 27. C. P. Gibson photo, Minnesota Historical Society collection.

Rear cover: You're looking south along 1st Avenue North across the intersection of 3rd Street in the Minneapolis Warehouse District. The year is 1909. Stand in the same location today and virtually every building is still there. Sweet photo, Minnesota Historical Society collection.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!